

The Hongkong Telegraph.

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號二十月四年元統宣

WEDNESDAY, JUNE 9, 1909.

三拜禮 號九月大英港香

36 PER ANNUM
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS \$15,000,000
Sterling \$15,000,000
Silver \$15,000,000
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:
[Hon. Mr. W. J. Gresson—Chairman.
H. M. Tomkins, Esq.—Deputy Chairman.
J. W. Bando, Esq.
R. S. Barrett, Esq.
G. S. Gubbay, Esq.
W. Helms, Esq.
C. R. Lumsden, Esq.]
[M. Shillim, Esq.
R. Shewan, Esq.
H. A. Slob, Esq.
H. A. W. Slade, Esq.]

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 18th May, 1909. [20]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,175,000
RESERVE LIABILITY OF PROPRIETORS £1,200,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per Cent. per annum on the Daily Balance.

On Fixed Deposits for 12 months, 4 per Cent.

WM. DICKSON,
Manager.

Hongkong, 5th April, 1909. [21]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$1,250,000
ABOUT MKR \$7,222,222
RESERVE FUND GOLD \$1,250,000
ABOUT MKR \$7,222,222

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADEWELL HOUSE, E.O.

LONDON BANKERS:
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2½ per Cent. on daily balances and accepts Fixed Deposits at the following rates:—

For 12 months 4½ per Cent. per annum.
6 " 4 " " "
3 " 3½ " " "

No. 9, Queen's Road Central, Hongkong.

W. M. ANDERSON,
Manager.

Hongkong, 8th April, 1908. [18]

NEDE LANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL 45,000,000 (L3,750,000).
RESERVE FUND FL 5,752,884.84 (about £470,407).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Rangoon, Samang, Sourabaya, Overboon, Tegal, Pecalongan, Paseroosan, Tjilatjap, Padang, Medan (Deli), Palembang, Kota Radja (Achoen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hankow, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, etc.

LONDON BANKERS:
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED:
On Current Accounts 2½ per annum on daily balances.

Fixed Deposits: 12 months 4½ per annum.
6 " 4 " " "
3 " 3½ " " "

J. L. VAN HOUTEN,
Agent.

Hongkong, 16th July 1908. [16]

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS 15,500,000

Head Office—YOKOHAMA.

Branches and Agencies:

TOKIO, KOREA, OSAKA, NAGASAKI, LONDON, LYONS, NEW YORK, SAN FRANCISCO, HONOLULU, BOMBAY, SHANGHAI, HANKOW, CHEFOO, TIENTSIN, PEKIN, NEWCHOWANG, DALNY, PORT ARTHUR, ANTUNG, LIOYANG, MUKDEN, TIE-LING, CHANG-CHUN.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the Daily Balance.

On fixed deposit:—

For 12 months 4½ per Cent.

" 6 " 4 " "

" 3 " 3½ " "

TAKAO TAKAMICHI,
Manager.

Hongkong, 1st June, 1909. [17]

HONGKONG SAVINGS BANK.

THE Business of this Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1909. [22]

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP, SM. Tael. 7,500,000.

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin, Calcutta, Hankow, Kobe, Peking, Singapore, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Saehtbank (Preussische Saehtbank), Direction der Disconto-Gesellschaft, Deutsche Bank, S. Bleichroeder, Berliner Handels-Gesellschaft, Bank fuer Handel und Industrie, Robert Warshawsky & Co., Mendelssohn & Co., M. A. von Rothschild & Soehne, Frankfurter Bank, Jacob S. H. Stern, Norddeutsche Bank in Hamburg, Hamburg Sal. Oppenheim & Co., Koenigs, Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS, THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT, DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOERN,
Manager.

Hongkong, 4th December, 1909. [23]

Intimation.

THE SAVOY.

HIGH CLASS AMERICAN STORE.

Regal Shoes \$10.00 per pair

Monarch Shirts \$2.25 each

Closet Evening

Shirts From \$3.75 up

Pyjama Suits " " "

Steamer Rugs \$15.95

THE SAVOY.

Hongkong, 16th February, 1909. [18]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory

In Bags of 50 lbs. net \$3.45 per Bag ex Factory

SHEWAN TOMES & Co.,
General Managers.

Hongkong, 15th August, 1908. [16]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON

REMARKS.

SHANGHAI DEWANHA Capt. W. Hayward, R.N.R. 10th June Freight and Passage.

LONDON, &c., via usual Ports DEWANI Capt. G. W. Gordon, R.N.R. 12th June See Special Advertisement.

LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES POONA Capt. A. F. Ving, R.N.R. 16th June Freight only.

SHANGHAI, MOJI, KOBE, MALTA Capt. G. M. Montford, R.N.R. 17th June Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 5th June, 1909. [14]

Intimations.

LANE, CRAWFORD & CO.

SOLE AGENTS

FOR

CHUBB'S & PHILLIPS'

PATENT BURGLAR AND FIRE RESISTING

SAFES.

CHUBB'S LOCKS

OF

ALL

DE

SCRIP

TION.

STEEL

CASH, DEED AND DESPATCH BOXES.

LANE, CRAWFORD & CO. [80]

Champagnes, Sherries, Marsalas, Madeiras, Ports, Claret, Burgundies, Hocks and Moselles, Brandies, Gine, Whiskies, Vermouths, Bitters, Liqueurs, Ales, Beers and Stouts.

Telephone No. 75.

CALDBECK, MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS.

15, Queen's Road Central.

Hongkong, 3rd June, 1909. [15]

Hotels.

HOTEL PLEASANTON,

No. 17, Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single

Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appoi-

ments, Renowned Cuisines, Dark Room for Photographers. Charges Moderate.

HENRY LUTZ,
MANAGER.

Hongkong, 16th July, 1909. [16]

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1909. [27]

Shipping—Steamers.

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND

THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,365 Tons, "FATSHAN" 2,365 Tons, "KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,995 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), and 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

CANTON-MACAO LINE.

S.S. "HOI SANG," 457 Tons.

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,

THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M.

Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Company's direct steamers "Linton" and "Sasui." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

EXCURSION TO MACAO.

On SUNDAY, the 13th June.

S.S. "SUI-AN"

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.

Departure from Macao 7 P.M.

Fares: Excursion Rates as usual.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the returning steamer from Macao.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

HOTEL MANSIONS, (FIRST FLOOR),

opposite the Blake Pier. [1]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

String Band play during Tiffin and Dinner.

A. F. DAVIES,
Manager. [65]

Hongkong, 5th February, 1909.

For

LUXURY, COMFORT, QUIET,

FRESHNESS AND EXCELLENT

CUISINE.

STAY AT THE

GRAND CARLTON HOTEL.

Hongkong, 25th May, 1909. [13]

ASTOR HOUSE

(LATE CONNAUGHT HOTEL)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entire

New Management. Large and Comfortable Rooms, Excellent Cuisine under

the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and

Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation

for Families and Tourists.

Under Personal Supervision of

L. GAMEAU, N. BLUMENTHAL,

Proprietor. Manager.

Telephone, 179. Telegrams "Astor." [14]

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES

FOR	STREAMERS	TO SAIL
NAPLES, GENOA, ALGERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"LUTZOW" Capt. C. Dewers	WEDNESDAY, 16th June, Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"YORCK" Capt. J. Randemann	About THURSDAY, 17th June.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. F. Isacke	FRIDAY, 18th June to A.M.
YOKOHAMA and KOBE	"PRINZ SIGISMUND" Capt. D. Lohr	SATURDAY, 26th June.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 4th June, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STREAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	ARMAND BEHIC	Guionet	21st June, P.M.
MARSEILLES, VIA PORTS	SVENEY	Rebuffat	22nd June, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	ERNEST SIMONS	Girard	5th July, P.M.
MARSEILLES, VIA PORTS	TOURANE	Laucelin	6th July, at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £17.10 up to £21.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 8th June, 1909.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAD," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

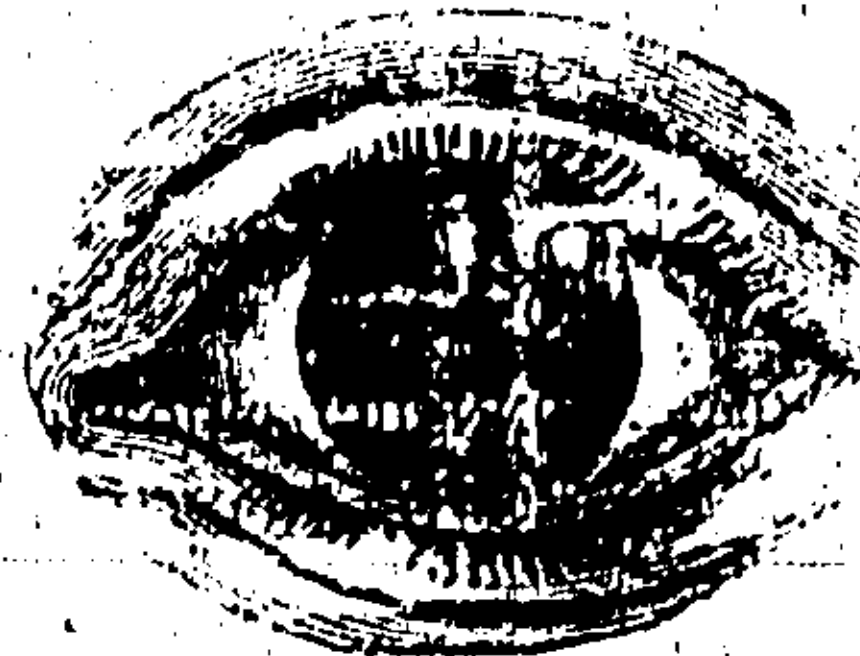
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamoen.

For further particulars, please apply to the COMPANY'S OFFICE at Shamoen, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON,

CALCUTTA,

SHANGHAI,

1, John Street, Bedford Row, W.C.

59, Bechook Street

166, Nanjing Road.

Hongkong, 4th March 1909.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft. bottom 45.3 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour, and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 25 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Sootts,

A. I. and Watkins.

Yokohama, May 23rd, 1905.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.	10.00 a.m.	Every 10 minutes
7.30 a.m.	11.00 a.m.	Every 15 minutes
8.00 a.m.	12.45 p.m.	Every 15 minutes
8.30 a.m.	1.15 p.m.	Every 10 minutes
9.00 a.m.	1.45 p.m.	Every 15 minutes
9.30 a.m.	2.15 p.m.	Every 10 minutes
10.00 a.m.	2.45 p.m.	Every 15 minutes
10.30 a.m.	3.00 p.m.	Every 15 minutes
11.00 a.m.	3.30 p.m.	Every 15 minutes
11.30 a.m.	4.00 p.m.	Every 15 minutes
12.00 p.m.	4.30 p.m.	Every 15 minutes
12.30 p.m.	5.00 p.m.	Every 15 minutes
1.00 p.m.	5.30 p.m.	Every 15 minutes
1.30 p.m.	6.00 p.m.	Every 15 minutes
2.00 p.m.	6.30 p.m.	Every 15 minutes
2.30 p.m.	7.00 p.m.	Every 15 minutes
3.00 p.m.	7.30 p.m.	Every 15 minutes
3.30 p.m.	8.00 p.m.	Every 15 minutes
4.00 p.m.	8.30 p.m.	Every 15 minutes
4.30 p.m.	9.00 p.m.	Every 15 minutes
5.00 p.m.	9.30 p.m.	Every 15 minutes
5.30 p.m.	10.00 p.m.	Every 15 minutes
6.00 p.m.	10.30 p.m.	Every 15 minutes
6.30 p.m.	11.00 p.m.	Every 15 minutes
7.00 p.m.	11.30 p.m.	Every 15 minutes
7.30 p.m.	12.00 a.m.	Every 15 minutes
8.00 p.m.	12.30 a.m.	Every 15 minutes
8.30 p.m.	1.00 a.m.	Every 15 minutes
9.00 p.m.	1.30 a.m.	Every 15 minutes
9.30 p.m.	2.00 a.m.	Every 15 minutes
10.00 p.m.	2.30 a.m.	Every 15 minutes
10.30 p.m.	3.00 a.m.	Every 15 minutes
11.00 p.m.	3.30 a.m.	Every 15 minutes
11.30 p.m.	4.00 a.m.	Every 15 minutes
12.00 a.m.	4.30 a.m.	Every 15 minutes
12.30 a.m.	5.00 a.m.	Every 15 minutes
1.00 a.m.	5.30 a.m.	Every 15 minutes
1.30 a.m.	6.00 a.m.	Every 15 minutes
2.00 a.m.	6.30 a.m.	Every 15 minutes
2.30 a.m.	7.00 a.m.	Every 15 minutes
3.00 a.m.	7.30 a.m.	Every 15 minutes
3.30 a.m.	8.00 a.m.	Every 15 minutes
4.00 a.m.	8.30 a.m.	Every 15 minutes
4.30 a.m.	9.00 a.m.	Every 15 minutes
5.00 a.m.	9.30 a.m.	Every 15 minutes
5.30 a.m.	10.00 a.m.	Every 15 minutes
6.00 a.m.	10.30 a.m.	Every 15 minutes
6.30 a.m.	11.00 a.m.	Every 15 minutes
7.00 a.m.	11.30 a.m.	Every 15 minutes
7.30 a.m.	12.00 p.m.	Every 15 minutes
8.00 a.m.	12.30 p.m.	Every 15 minutes
8.30 a.m.	1.00 p.m.	Every 15 minutes
9.00 a.m.	1.30 p.m.	Every 15 minutes
9.30 a.m.	2.00 p.m.	Every 15 minutes
10.00 a.m.	2.30 p.m.	Every 15 minutes
10.30 a.m.	3.00 p.m.	Every 15 minutes
11.00 a.m.	3.30 p.m.	Every 15 minutes
11.30 a.m.	4.00 p.m.	Every 15 minutes
12.00 p.m.	4.30 p.m.	Every 15 minutes
12.30 p.m.	5.00 p.m.	Every 15 minutes
1.00 p.m.	5.30 p.m.	Every 15 minutes
1.30 p.m.	6.00 p.m.	Every 15 minutes
2.00 p.m.	6.30 p.m.	Every 15 minutes
2.30 p.m.	7.00 p.m.	Every 15 minutes
3.00 p.m.	7.30 p.m.	Every 15 minutes
3.30 p.m.	8.00 p.m.	Every 15 minutes
4.00 p.m.	8.30 p.m.	Every 15 minutes
4.30 p.m.	9.00 p.m.	Every 15 minutes
5.00 p.m.	9.30 p.m.	Every 15 minutes
5.30 p.m.	10.00 p.m.	Every 15 minutes
6.00 p.m.	10.30 p.m.	Every 15 minutes
6.30 p.m.	11.00 p.m.	Every 15 minutes
7.00 p.m.	11.30 p.m.	Every 15 minutes
7.30 p.m.	12.00 a.m.	Every 15 minutes
8.00 p.m.	12.30 a.m.	Every 15 minutes
8.30 p.m.	1.00 a.m.	Every 15 minutes
9.00 p.m.	1.30 a.m.	Every 15 minutes
9.30 p.m.	2.00 a.m.	Every 15 minutes
10.00 p.m.	2.30 a.m.	Every 15 minutes
10.30 p.m.	3.00 a.m.	Every 15 minutes
11.00 p.m.	3.30 a.m.	Every 15 minutes
11.30 p.m.	4.00 a.m.	Every 15 minutes
12.00 a.m.	4.30 a.m.	Every 15 minutes
12.30 a.m.	5.00 a.m.	Every 15 minutes
1.00 a.m.	5.30 a.m.	Every 15 minutes
1.30 a.m.	6.00 a.m.	Every 15 minutes
2.00 a.m.	6.30 a.m.	Every 15 minutes
2.30 a.m.	7.00 a.m.	Every 15 minutes
3.00 a.m.	7.30 a.m.	Every 15 minutes
3.30 a.m.	8.00 a.m.	Every 15 minutes
4.00 a.m.	8.30 a.m.	Every 15 minutes
4.30 a.m.	9.00 a.m.	Every 15 minutes
5.00 a.m.	9.30 a.m.	Every 15 minutes
5.30 a.m.	10.00 a.m.	Every 15 minutes
6.00 a.m.	10.30 a.m.	Every 15 minutes
6.30 a.m.	11.00 a.m.	Every 15 minutes
7.00 a.m.	11.30 a.m.	Every 15 minutes
7.30 a.m.	12.00 p.m.	Every 15 minutes
8.00 a.m.	12.30 p.m.	Every 15 minutes
8.30 a.m.	1.00 p.m.	Every 15 minutes
9.00 a.m.	1.30 p.m.	Every 15 minutes
9.30 a.m.	2.00 p.m.	Every 15 minutes
10.00 a.m.	2.30 p.m.	Every 15 minutes
10.30 a.m.	3.00 p.m.	Every 15 minutes
11.00 a.m.	3.30 p.m.	Every 15 minutes
11.30 a.m.	4.00 p.m.	Every 15 minutes
12.00 p.m.	4.30 p.m.	Every 15 minutes
12.30 p.m.	5.00 p.m.	Every 15 minutes
1.00 p.m.	5.30 p.m.	Every 15 minutes
1.30 p.m.	6.00 p.m.	Every 15 minutes
2.00 p.m.	6.30 p.m.	Every 15 minutes
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Intimation.



A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE
GOVERNOR AND HOUSEHOLD.

Watson's HYGIENOL, AND BUBONIC PLAGUE!

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A tea-spoonful to a pint of water, or a teaspoonful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL DISINFECTANT AND GERMICIDE

Price per Pint.....50 cents

" " Gallon\$2.00

A. S. WATSON & CO.,

L. M. T. & S.

HONGKONG DISPENSARY

AND

KOWLOON DISPENSARY.

Hongkong, 17th March, 1909. [28]

DEATH.

At Civil Hospital on the 9th instant, Dr. WILLIAM HUNTER, Government Bacteriologist.

The funeral will pass the Monument at 6 p.m. 10th instant. [473]

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JUNE 9, 1909.

THE OPIUM QUESTION AGAIN.

In dealing with the opium question it is not unusual for those who do not see eye to eye with the anti-brigade to be dubbed extremists and moral delinquents. Indeed it has been asserted that they are inclined to indulge in strong language when they inveigh against the movement, while the anti-opiumists treat the matter with saintly forbearance. Judging from the *Friend of China*, which is the organ of the Society for the Suppression of the Opium Trade, the gift of emphatic utterance does not belong solely to the opposition, for in dealing with the report delivered by the Sirat Commission it speaks of the report as affording a "melancholy instance of the way in which men [the commissioners] obsessed by financial considerations can blind themselves to the moral aspects of a grave social question." It is sufficient, says the *Singapore Free Press* in an editorial, to give this side by side with a quotation which must be familiar to the clerics who mostly form the Society? "The charity that thinketh no evil trusts in God and trusts in man." Next is the point raised by Bishop Oldham in the Kuala Lumpur Conference, that the man engaged in a moral reform must come into it with clean hands in all moral matters. With which everyone will agree. But following on that came a discussion on the last resolution "that all employers of labour at the Conference hereby pledge themselves to do everything in their power to discourage the use of opium amongst their employees." To that an amendment was proposed and carried for the substitution of "will endeavour" for "hereby pledge." A practical to-day said it was all very well for shopkeepers who only employed a few persons

to join in such a contract, but the case was otherwise with miners, for if they were to adopt the suggestion, they would not be able to secure an adequate labour force. This might almost be cited as the case of men "obsessed by financial considerations." How would it do for a firm of any importance to demand that the members of its comradre department should refrain from the smoking of opium under penalty of dismissal? But, of course, those who advocate these drastic measures are seldom personally interested in such a question. It does not affect them one way or the other whether the adoption of such a regulation proved fatal or otherwise. Our contemporary proceeds to note that the fifth resolution was to thank the Government for what they had done, and this called forth much discussion, all of which it is not necessary to follow. The resolution was carried by 18 votes to 15, but the minority expressed themselves in rather equivocal terms, which may be due to the difficulties of translation. Some of the arguments were: Government had increased the duty on opium but in so doing had ruined smokers, traders and workmen; smokers no longer able to get the drug became thieves; what Government should do was to increase the duty gradually at present it all came from the towkay's pockets; if Government raised the duty again the coolies would press the towkays for more money; raising the price had driven people from the frying pan into the fire, the morphia habit. We do not quote these points as against the speaker, but they should be made a note of, for no doubt the *Friend of China* will ignore them, as it did the fact that the value of the remedy Combretum was entirely negated by experience. Finally we have a two-column description of a scheme for a Chinese Government monopoly in opium, printed in the *China Critic*, and propounded by Viceroy Tuan Fang. The chief argument is that control of the supply must be co-ordinate with control of the consumer. A system of licenses to be inaugurated, so that consumers may be identified and registered. Here is a significant paragraph:—"There is in operation at present, in every province of China, a system of registration under the control of provincial and subsidiary Anti-opium Bureaus, but no intelligent person will for a moment contend that these registers include more than a small percentage of the names that should be enrolled." The *China Critic* remarks that the consumption of opium to-day is probably as great as it was when the edict was published, and in addition there are hundreds of remedies, the basis of which is opium." The restriction of poppy cultivation for a time, and the closing of the opium dens, have not resulted in any reduction in consumption in the districts under the control of the officials. Here again the sole point we wish to make is that it is no use China asking for the cessation of the importation of foreign opium till she herself has proved that she can control the growth and consumption of native opium. As in the case of our Chinese anti-opium friends, the reformer must come with clean hands. It is absurd to ask the British Government to take steps to lessen the consumption of opium, and at the same time complain that raising the price hampers the towkay in getting labour, and taxes his pocket. With these sentiments most fair-minded people will agree, but the difficulty is to get the rampant reformer to understand the moderate standpoint.

LOCAL AND GENERAL.

A CHINESE woman, Li Ngan, twenty-eight years of age, was knocked down by a tramcar at Causeway Bay last evening. She was conveyed to the Government Civil Hospital in a somewhat serious condition.

MAJOR-GENERAL Frederick T. Hobson, who has just been appointed colonel of "The Buffs," in succession to the late Lieutenant-General Sir Julian A. R. Raines, G.C.B., passed all his regimental career in that distinguished regiment, entering it so far back as the year 1857, and eventually attaining to the command of the 2nd Battalion, then at Hongkong, in 1883. He subsequently commanded the Third ("The Buffs") Regimental District, Canterbury, 1887-91, and from 1892 to 1901 he commanded the troops in Ceylon with the rank of major-general, to which he was promoted in the first mentioned year. With the gallant "Buffs" he went through the China War, 1860, including the hand-to-hand fight with the border of Chinese on the plains of Sinohe, the action of Tangku, and the assault and capture of the Taku Forts (medal with clasp).

MACAO.

THE DELIMITATION QUESTION.

A telegram from Lisbon states that the Chinese Government are said to insist that the rights of Portugal are limited to the town of Macao, and do not extend to the surrounding territory and islands, which Portugal has been occupying for some years. China further declines to acknowledge Portuguese jurisdiction in the waters of Macao. The *Diario de Noticias*, which has a semi-official status, declares that the British Government has intervened in favour of China, and it is understood that the British Minister at Lisbon has had a lengthy conference on the subject with Senhor Alarcas, Portuguese Minister for Foreign Affairs.

Divorce Damages.

MOTION DISMISSED.

INTERESTING DECISION IN THE MITCHELL-LENN ACTION.

The action which was brought by Captain C. W. Mitchell, of the steamer *Book Sang*, against John Lenn, the Hongkong architect, for damages for the alleged misconduct with his wife, at Kowloon, some time ago, has been concluded.

The Chief Justice (Sir Francis Pigott) gave his decision in the matter, this forenoon, in the Supreme Court, the result being that the motion was dismissed.

In giving his judgment his Lordship said:—"The plaintiff in this case sued the defendant for alleged criminal conversation with his wife. When the trial came on the defendant took the point that this Court had no jurisdiction to try the action; the question turned on the effect of the colonial legislation, and I decided against the plaintiff: briefly for the following reasons. That by the introduction of the English Divorce Act of 1857 into the Colony by Ordinance No. 5 of 1857, the common law action for criminal conversation was taken away here as it had been in England, the remedy by way of damages against a co-respondent being substituted for it. That by the repeal of No. 5 of 1857 by No. 5 of 1898, the divorce jurisdiction of this Court was taken away, and thereupon the action for criminal conversation revived. But that by certain subsequent enactments, by which a retroactive effect was given to Ordinances which had already effected repeals, this revival of the action was, by an error in the drafting, destroyed. So that at the time this action was brought the right to bring it had been destroyed. And I so held.

Since that judgment was given an Ordinance has been passed in order to rectify the mistake, and thus the right to bring this action has been again revived. This Ordinance, No. 20 of 1908, declares the effect of section 4 of the old Ordinance No. 3 of 1857, which was the section in which the mistake had been made, on existing legislation to be inoperative and of no effect, and the Ordinances affected by it in fact are declared not to have been affected, but to have remained and to remain of the same force and effect as if that section had never been passed.

The plaintiff now brings his action again in identical terms, claiming the same relief for the same causes, and the defendant pleads that by reason of my former judgment the question is *res judicata*. It is admitted that all the conditions necessary to the plea are satisfied if the plea is applicable in the circumstances.

The law on the subject of *res judicata* is up to a certain point very plain; but it is encumbered by a series of maxims which more or less confuse that point. The plea is really a short form of the maxim *res judicata pro veritate accipitur*; the maxims that have gathered round it are, *interest reipublice ut sit finis litium*; also one which gives the reason for it, *ne lites immortales essent dum litigantes inerte sunt*; and one other, *nemo debet bis vexari pro eadem causa*. *Res judicata* is generally called a plea, but it is to be observed that it is a general doctrine applicable alike to plaintiffs and defendants, the occasion arising. But the last maxim I have referred to is really an offshoot of the principal maxim; its application to defendants, and considered by the rule specially considered in *Bruce v. Humphrey*, but established in other cases, a man cannot sue twice on the same cause of action, but must exhaust his whole case both for past and future damages; hence it has come to be said that a man must be vexed twice for the same cause. But this subsidiary maxim goes no further than the parent maxim, for "*eadem causa*," has to be interpreted by precisely the same rules that have been laid down for interpreting the doctrine of *res judicata*.

Now on the face of it, this case does not appear to be one of *res judicata*, for the previous decision of the Court does not fit on to the maxim in any way. A few fragments from different judgments will explain this *prima facie* view of the question raised by the defendant. A judgment is final only for its proper purpose and object. A matter which has been expressly determined by sentence cannot be gained. An issue once taken and found is conclusive according to the finding thereof. It is necessary for the defendants to show in their plea that the judgment in the former action by which the plaintiff took nothing was inconsistent with the notion of their liability. Extracts such as these could be accumulated to any extent; the idea which they endeavour to express is that the plea in order to be effective must show that there has been a previous litigation in which the question in issue in the second action has been thrashed out on the merits and decided. In fact, this idea has led to the concise statement of the rule in another form—the previous judgment which is relied on in this case was not on the merits, but on a highly technical construction of certain legislation of the Colony.

Now this has led to a second group of cases in which the Courts have declined to apply the doctrine; where a judgment has been obtained by a defendant in a foreign Court based upon the statute of limitations of the country, and the English limiting period not having expired, a suit for the same cause is subsequently brought in England; the case being one to which, although the previous judgment was given in a foreign Court, the principle of *res judicata* would otherwise have been applied. What the Courts have said is that the former decision has been upon the merits, and therefore that the doctrine of *res judicata* does not apply; and the second action in England will lie, although undoubtedly the defendant is being twice vexed for the same cause.

The principle of the standard cases, which has been shortly described thus, "You must ascertain what was the essence of the former judgment," has been applied by asking the question, "What in fact has the previous judgment actually decided?" In *Harris v. Quinn*, where the former action had been brought in

the Isle of Man, the limiting period being there three years, this question was thus answered:—"The plea shows only that the Manx Court has decided that the debt is barred in three years; that cannot be an answer to the action in England." But if the judgment in the foreign Court has been, not that the debt is barred by limitation, but that a right has been acquired by prescription, then the matter is *res judicata* for the question of right, that is the merits of the case, has been decided.

Now, if we apply the same test here, and ask the question, "What has the previous judgment of this Court decided?" the answer is that the right of action had been destroyed by a certain Ordinance. But this action depends on the fact that the right of action has been retrospectively restored to life; and it follows that the point in issue in this action, which is the merit of the plaintiff's claim, although raised in the former action, has never been decided.

I think everything turns on this; because it is not strictly accurate to say, the point decided in the previous action was that the plaintiff had no cause of action, or that his action was bad in law; if it had been, then clearly there would be *res judicata*; for the merits of a case include its merits on the facts and its merits in law.

Therefore, whether we look at the question from the point of view of the previous decision not having been on the merits, or of the issues in the two cases not being identical, the plea in my opinion fails.

But there have been certain decisions in which the facts in some points more nearly resemble this case than in what I have called the standard cases, and these require serious consideration. The first two arose under the Mortgagee's Legal Costs Act, 1895. Prior to the passing of that Act, solicitor mortgagees were not allowed to recover their profit costs in foreclosure or redemption. It was not express law in the sense that it depended on statute, but the rule had been gradually worked out by the Courts on general principles, which do not seem to have been finally made clear till 1890, in the case of *re Wallace*. It was that case which led to the agitation, as the result of which the Act was passed allowing these costs to be recovered. The Act was made retroactive to this extent, that it applied to existing mortgages and to business transactions before its passing.

In *Eyre v. Wynn-Mackenzie*, a solicitor mortgagee has been declared by a judgment given before the passing of the Act, not entitled to charge profit costs against the mortgagor, and he applied after its passing for an extension of time for appealing against the judgment. The point in the case was of course the leave to appeal, and it is difficult to see how the solicitor's case would have been in any way bettered if he had got his leave to appeal; for although the Act was retroactive, it did not destroy the existence of the law as it had been laid down in the judgments, it only altered it for the future and for existing mortgages. The appeal would therefore have upheld the law as it was at the time the judgment was given. That matter had been closed, and really there was no existing mortgage. This is what Lindley L. J. said:—"Looking at the application as an appeal on the merits, it was impossible to say that the judgment was wrong as the law stood at the time when it was given. I cannot help thinking that this was sufficient to dispose of the case; but Lindley L. J. went further, and said that it was obvious that the Act was not intended to interfere with judgments which had already been given. He might have gone further, and said that it was not intended to interfere with transactions concluded before it was passed. Otherwise every solicitor mortgagee since the time when mortgages were made would have had a claim against his mortgagor. This is what happened in *Day v. Kelland*; and the Court of Appeal held that the Act did not affect or alter rights which were ascertained before its passing.

I felt some difficulty about these cases for they seemed at first sight to resemble the present case more than they really do. But the Act is entirely different in its nature from the Ordinance now under consideration. It did not profess to alter the law retroactively; all it did was to alter the law for the future, and to apply the law as altered to mortgages made before the Act was passed, which the Court of Appeal held to mean, where the rights of solicitor mortgagees under them had not already been ascertained. This Ordinance goes much further. It declares that the law as it existed during the period between 1895 and 1908 was to be deemed as never having existed, but to have been precisely the opposite. Just as the law passed in 1895 blotted out the right to bring an action for criminal conversation, so the law of 1908 blotted out the law as it existed during that period, and further declared that it was to be deemed never to have existed.

During the argument I suggested what seemed to be a closer analogy to this Ordinance; what would have been the result if Lord Campbell's Act had been made retroactive? It would have given a right which did not exist before. But would it have given a right to a person, say a wife, who had brought an action for damages for the negligent killing of her husband, and who had been non-suited? On further consideration I think it wiser not to press the analogy; for the intention of Lord Campbell's Act is obscure; and if, as some judges have thought, it gave an entirely new right of action not in any way resembling the *perquid* action, the inquiry, if pursued further, would lead nowhere.

There remains the case of *Poulton v. Adjustable Cover Co.* for there is a *dilemma* of V. ughan Williams L. J. which goes a long way towards supporting the defendant's argument in this case. A patentee brought an action for infringement; the defence was that the patent was invalid on the ground of user prior to the grant of the patent. The plaintiff obtained judgment and an order for inquiry into damages. Pending the inquiry further instances of prior user were discovered, and the

defendant petitioned for revocation of the patent. It is first to be noted that there was no *res judicata* here; for the right gave rise to two different equities. An order for revocation of the patent was made. The Court of Appeal held nevertheless that the original plaintiff was entitled under his judgment to substantial damages, and that the defendant was estopped on the inquiry from alleging that the patent had since been declared to be invalid. Vaughan Williams L. J. said:—"In my opinion it does not matter, what must be deemed to be the real truth with regard to the validity of the patent, either in the past or in the future, or whether the order of revocation must be taken merely to have prevented the patent from continuing in existence, and declared it null and void for the future, or must be taken to have declared it null and void *ab initio*, and therefore, never to have had any legal existence." For, even assuming that it had the latter effect, I am of opinion that it could not affect the already existing estoppel, by virtue of which the defendants were prevented from denying that which by the judgment obtained by the plaintiff in the action, had been finally determined to be the truth of the matter as between those parties as regards the questions involved in that action." The judgment of Moulton L. J. was directed to showing that the revocation could not operate *ab initio*, on account of the absurd consequences which would follow. But I am content to take Vaughan Williams L. J.'s *dilemma* as being very sound law. But first it is to be remarked that such semblance of inequity as seems to be involved in the decision arises from the fact that the inquiry for damages was still pending; but the case should be looked at as if the proceedings had terminated with the judgment, when the principle seems much clearer. For then the case falls well within the principle considered in *Braden v. Humphrey*, which is as applicable to a defendant as to a plaintiff; he must bring up his whole case at the trial, and if he does not that is his fault, the question cannot be re-opened. Put shortly, it was the defendant's fault for not having made sufficiently careful inquiries as to prior user in order to establish his case. The subsequent proceedings showed that if he had done so he would have won his case.

But taking the doctrine of the effect of retroaction as stated by Lord Justice Vaughan Williams, it requires express words to undo rights already acquired, and if there are no such words those rights must stand as acquired by the judgment which has determined them. Here the case meets the principle of the decision in the solicitor mortgage cases, which also went on the fact that rights had already been acquired, and could not be undone.

These cases proceed on an accepted principle, that so far as the law is concerned rights do not exist until they are ascertained, and determined by such ascertainment; and although the rights may have been in existence for a long time, yet for all legal purposes, unless the decree ascertaining them otherwise orders, they are not acquired until a decree pronounced in favour of their existence. Acts of the parties may of course take the place of a decree ascertaining the right, if they are sufficient and effective.

The application of this principle to retroactive legislation is established in these cases; it alters the rights which the persons affected had before it was passed, and they may enforce them; but it does not affect rights already acquired, that is, determined; and this simple explanation is sufficient, the person who has acquired them under the law as it existed at the time, and there is nothing left on which the new law can operate; the question is in fact decided, and is *res judicata*. It certainly requires express words to cancel or destroy rights which have already been determined and acquired.

In coming back to the facts before me, I first repeat the questions which I have already put, based on the standard cases on *res judicata*. Was the former judgment of this Court on the merits of the issue raised in the present action between the parties? The answer must be No. What then did that judgment decide? That the right of action for criminal conversation was non-existent when the alleged adultery took place, because it had been destroyed. That cannot be pleaded as *res judicata* in this action, the basis of which is that the destroying Ordinance has itself been destroyed, its effect wiped out, and everything declared to be and to have been just as it was before the Ordinance of 1895 was passed. I now put the question which results from the three cases which I have just examined. Did the defendant acquire any rights by that judgment which are in issue in this action? If he did, alike on general principles as laid down in these cases, as on the effect of repeals as laid down in the Interpretation Ordinance, and which of course apply to this Ordinance of 1908, those rights would be respected, and the matter would be *res judicata*. But the only right which he could be said to have acquired was not to be vexed twice for the same cause; which is turning the argument upon itself; it is *petitio principii*, and only raises again the very questions which I have been discussing, in order to ascertain whether they exist or not. The only other possible right which is perceptible as having existed during the period 1895-1908, is to have criminal conversation with another man's wife with impunity. Such was the law then, and it has now been declared by the Legislature that it is to be deemed not to have been the law. I am therefore of opinion that from all points of view the plea fails.

Whether as a fact this defendant did have criminal conversation with the plaintiff's wife as is alleged, is a question still to be decided. Sir Henry Berkeley, K.C., with whom was Mr. D. V. Stevenson, of Messrs. Deacon, Looker and Deacon, represented the plaintiff, Mr. M. W. Slade, instructed by Mr. J. Scott Harston, of Messrs. Ewens and Harston, appeared for the defence.

It has been notified that the new full dress frocks for non-commissioned officers and men proceeding to stations abroad, other than in India, will be packed in bulk, instead of in kit bags.

WEST RIVER FLOODS.

MANY DISTRICTS AFFECTED.

[From Our Own Correspondent.]

Canton, 8th June.
Urgent telegrams have been received at Canton from various districts along the West River, reporting the visitation of disastrous floods for the second time this year. The districts flooded are the Tak Hing, Tung Ng, Sun Hing, Tung On, and the city of the Shihing prefecture, where the embankments have given way in several places. The present floods have gained nearly the same height as that of last year. The town of Fatsan has also been badly flooded since the 6th instant, and two men have been drowned.

RELIEF.

On being informed of the condition of affairs in the riverine districts, the Central Relief Committee yesterday hastened to prepare an expedition by the steam launch *Kwong Lei* to proceed to the flooded districts with rice, gunny bags and other articles to assist the sufferers.

CANTON UNDER WATER.

In consequence of the heavy and incessant rainfall during the whole of last week and the swelling of the river, all the streets in the Western suburb of this city have been under water knee-deep during the latter part of the day for the last few days. Great inconvenience has thus been felt by pedestrians. In some places people erected temporary bridges with wooden boards and collect two cash each from passengers, thus making a few hundred cash a day.

VICEROY'S THOUGHTFULNESS.

Viceroy Ciang Jen Chuo has submitted a memorial to the Central Government reporting on the disastrous floods. His Excellency has received a telegram, in reply, with instructions to raise whatever possible funds to relieve the flood sufferers in order to prevent them from being left in destitution.

RELIEF JUNK LOADED.

On the 2nd instant the junk *Yu Cheung Lee*, carrying a large quantity of rice from Canton to the district of Kwong Ning for the relief of the flood-sufferers, was attacked by pirates when passing by the Samshui district. The pirates looted the vessel. On the following day the guard boat stationed in the vicinity was informed of the occurrence, and the soldiers gave chase and succeeded in recovering the rice for the junk while the pirates effected their escape.

PARTED FRIENDS.

THE RESULT OF AN INTERESTING CASE.

This afternoon, in the Police Court, the adjourned case brought by two Europeans—one of whom was formerly in the employ of the Kowloon-Canton Railway—for the using of indecent language to each other on the 19th ultimo, was resumed.

The case for the defence being opened, the defendant volunteered to go to the witness stand. He said that on the day in question, between 5 and 6 o'clock, he went into the premises occupied by Kong On (conductor) on the reclamation to use the telephone. He rang up his number and was awaiting his reply when the other party came in and said:—"What in the—-are you doing here? You've got a—-cheek to come here. Get out of this, or I will give you in charge of the police." Witness answered:—"Have the decency to wait until I have finished my message." The defendant held out his hand, with his fists clenched; and said:—"Get out." Witness replied:—"I never intended to stay, but to go out in a peaceful manner." He walked towards the gate; some more words ensued, the defendant calling witness a dirty name. Witness went across the street, and got into his ricksha, and in a fit of anger he addressed the defendant saying:—"This is white (meaning his son) there is nothing of the work about him."

Cross-examined by Mr. Barlow, witness said that he was discharged from his firm on 31st January. He had been discharged in consequence of the reduction of staff. He had every reason to believe that his dismissal was recommended by defendant. Witness admitted that by entering the office of Kong On he was trespassing.

Mr. Hazeland—What did you mean when you said, "This is white and not a monk?" Witness—I was referring to his (complainant's) mixed marriage. I said so in a fit of temper.

Another witness was called, and he denied that the complainant used any threatening and abusive language towards the defendant. He, however, said something disagreeable to defendant's wife.

The next witness denied that he saw complainant make a strike at defendant. The latter's attitude was not hostile. It was a matter of fact he was hiding himself behind his wife's back. The witness denied that complainant used any bad words to defendant or his wife.

Complainant—Didn't the defendant say to you that if you came into this case that you would be fined two days' pay?

Witness—Yes.
Didn't the defendant convey the message from the firm to the effect that you need not obey the subpoena, but that you could be arrested?—Yes.

Mr. Barlow, having addressed the Court, his Worship bound both parties over in the sum of \$200 each, to keep the peace for a year. He also fined the complainant \$10 for the abusive language.

LAWN BOWLS.

A very interesting game of bowls was played on the Police Recreation Club ground, yesterday afternoon, between teams captained by Inspector Fenton and Inspector Robertson. The match resulted in a win for Mr. Robertson's team by eleven points. The names of the teams and results are appended.

Messrs. Stuart, Langley, Grant and Fenton (skip)—22 points.
Messrs. Pitt, Watt, Sim and Robertson (skip)—33 points. At the conclusion of the game three couples were presented to the winning team.

Intimation.

Powell's

Furnishing Department

ALEXANDRA BUILDINGS.

ITEMS OF INTEREST

IN OUR SHOW ROOMS

ON THE FIRST FLOOR
CARD TABLES
2ft. 6in. x 2ft. 6in. from \$10

AND
3ft. x 3ft. from \$21.

COVERED GREEN OR
RED BAIZE.

ENVELOPE FOLDING

CARD TABLES
from \$21.50, covered in BAIZE,

IMITATION LEATHER OR
REAL SKIN IN ALL COLORS

SMOKERS' CABINETS

in dainty and artistic designs,
FITTED with COPPER, and
SILK PANELS, WITH KEYS
TO ALL CUPBOARDS AND
DRAWERS

\$15, \$18.50 AND \$21.50

LADIES' DESKS

AND BUREAUS

in ENGLISH and
AMERICAN STYLE

from \$27.50 to \$65.00

REVOLVING BOOKCASES

FINISHED IN
NATURAL TEAK OR TO
IMITATE ALL WOODS

PEDESTALS IN

VARIOUS SIZES AND STYLE,
READY FOR INSPECTION.

CARVED WHATNOTS

Both ordinary and
CORNED SHAPES

For BRIC-A-BRAC

ALL ARTICLES
CHEERFULLY SHOWN
WITH NO OBLIGATION TO
PURCHASE

POWELL'S

ALEXANDRA BUILDINGS,
and
28, Queen's Road.

Monday, 4th June, 1909.

Intimation.

TENDERS FOR REVENUE FARMS.

TENDERS are invited for the lease of Revenue Farms in the State of North Borneo, on the 1st January, 1910, at set out hereunder.

REVENUE FARMS IN THE STATE OF NORTH BORNEO.

1. In making arrangements for the leasing of the Farms for the next Farm period of 1910, 1911 and 1912, the Government reserves to itself the right of vesting the Farms (as provided in the Proclamations concerning the same in schedule A appended) in any person, by public or private sale as may be thought fit.

2. Subject to the above reservation it is hereby notified that tenders will be received at the Office of the Secretary to the Governor, Sandakan, up to 12 o'clock noon, on the 1st day of October, 1909, for the purchase of the exclusive privileges of the Farms described below for a period of one, two or three years commencing on the 1st January, 1910.

3. Any person either for himself alone or for himself and others, may, either in person or by agent duly accredited in writing, on any date prior to the said noon of the 1st October next, submit to the said Secretary at Sandakan, any tender he may think fit for all or any of the Farms, provided such tender is in conformity with the terms of tendering hereinafter set out and fulfils all the conditions required of the Farmer.

All tenders so made will (except at the express wish of the tenderer to the contrary) be received and treated by the Government as strictly confidential.

On receiving any such tender, Government reserves to itself the right of deciding whether it will be considered or not.

If Government decides not to consider the tender, it will be returned to the tenderer under sealed cover.

All tenders accepted for consideration by Government will be, in the first instance, retained by Government for further consideration with the tenders handed in on 1st October, 1909, which will be opened at noon on that date, after which the successful tenderer will be selected.

4. The Farms, above referred to, are—
(a) BRITISH NORTH BORNEO—Opium, Spirit, Gambling and Pawn-broking, as follows—

(i) in one concession for the whole State,
(ii) in one concession for any of the following Districts of the State, the limits named including the interior territory watered by the rivers within the limits given respectively:—

(1) SANDAKAN DISTRICT—the Territory bounded on the one side by the true right watershed of the Klabatungan River and on the other by the true left watershed of the Paitan River.

(2) KUDAT DISTRICT—the Territory bounded on the one side by the true left watershed of the Paitan River and on the other by the true right watershed of the Paitan River.

(3) WEST COAST DISTRICT—the Territory bounded on the one side by the true right watershed of the Paitan River and on the other by the northern boundary of Province Clarke.

(4) EAST COAST DISTRICT—the Territory bounded on the one side by the true right watershed of the Klabatungan River and on the other by the Dutch Boundary on the South at Broershoek point.

(5) PROVINCE CLARKE—being the Territory between Batu-Datu and the Lawas northern watershed.

5. The attention of three desirous of tendering is drawn to the following terms:—

(a) The tenderer must state in his tender the annual sum offered for the Farm rent for the three years 1910, 1911 and 1912: a different sum may be offered for the first, second and third years respectively. The tenderer must also clearly state the proportion of the amount rent to be allotted to each separate Farm.

(b) The Government does not bind itself to accept the highest or any tender, and reserves to itself the right of making any arrangements it may deem advisable as regards the letting of the Farms.

(c) Each tenderer should specify in full, in English, and in the vernacular language of the tenderer, the names, residences and occupations of the persons tendering, and similar information regarding any security or any partner that the tenderer wishes to propose.

(d) The successful tenderer will be called upon to enter into a contract under the provisions of the Proclamations named in Schedule A appended.

(e) Copies of the Forms of Contracts for the Farms may be seen on application at the Offices of the said Secretary, at Sandakan, or of Messrs. Guthrie & Co., at Singapore, or of Messrs. Gibb, Livingstone & Co., at Hongkong.

(f) The successful tenderer will be required to deposit with the Finance Commissioner, Sandakan, security to the value of three months' Farm rent by means of a deposit of money to the amount of one month's Farm rent, and of title deeds to the amount of two months' Farm rent.

(g) The retail rates for Opium, fixed by Government for the Opium Farm for 1910, 1911 and 1912 are those specified below:—

Per cask \$ 2.40
Per cask 00.30
Per cask 00.15
Per cask 00.12
Per cask 00.08
Per cask 00.06

(h) The Opium Farmer is responsible for paying the Opium tax at the rate of 10 per cent on the value of the Opium sold by him, and to pay the cost of the Opium tax stamps.

(i) During the continuance of the Farm period, the Opium and Spirit Farmer will be entitled to the use of a Trade-mark (to be approved by Government) to be affixed to any Opium or Spirit sold by him, and to any vessel containing Opium or Spirit for sale.

(j) As soon as the new Farmers have been appointed by the Government, they will be required to submit in writing to the Secretary to the Governor at Sandakan a Schedule showing full particulars as to the Title Deeds they propose to deposit with the Government as security for the said two months' Farm rent. If these are considered satisfactory, the new Farmers will be required to execute a mortgage of the property to the Government as provided for by law.

(k) The Farmer for the West Coast may be required to rent certain Farm buildings at Jesselton.

(l) The following Proclamations govern the conduct of the Farms in B. N. Borneo viz:—

SCHEDULE A.
The Opium Proclamation No. 16 of 1901 as amended by No. 7 of 1904.
The Liquor Proclamation No. 17 of 1901.
The Gambling Proclamation No. 14 of 1901 as amended by No. 1 of 1903, and No. 3 of 1906.
The Gambling Proclamation No. 8 of 1901.

The Opium Proclamation No. 16 of 1901 as amended by No. 7 of 1904.
The Liquor Proclamation No. 17 of 1901.
The Gambling Proclamation No. 14 of 1901 as amended by No. 1 of 1903, and No. 3 of 1906.
The Gambling Proclamation No. 8 of 1901.

The Opium Proclamation No. 16 of 1901 as amended by No. 7 of 1904.
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The Liquor Proclamation No. 17 of 1901.
The Gambling Proclamation No. 14 of 1901 as amended by No. 1 of 1903, and No. 3 of 1906.
The Gambling Proclamation No. 8 of 1901.

THE JAPAN SUGAR REFINING COMPANY.

GENERAL MEETING.

At a general meeting of the Japan Sugar Refining Company, held on the 1st ultimo at the Nishimbashi Club, 735 shareholders were present or represented by proxies, holding 68,300 shares. Mr. Fujiyama, president of the company, occupied the chair. In presenting the report and accounts for the last half-year, Mr. Fujiyama said that the losses of the Dai-ri, Tokyo, and Osaka mills totalled ¥3,700,000 in round figures. From this sum was deducted the profit from the Formosa mill, amounting to about ¥300,000, leaving a net loss of roughly ¥3,400,000. This figure comprised the losses for the two preceding periods. These accounts, added the Chairman, were made up from the books. The accounts for the readjustment were to be drawn up independently.

Mr. Takada Masahito, a shareholder representing the interests of the Mitau Bank, put the following questions in writing, copies of which were distributed among the shareholders:—

(1) The company is said to have advanced over ¥1,000,000 at a nominal interest to the directors on the security of the shares of the company held by them, and to evade legal penalties they have established a special system of debit and credit under the name of *Asukei* (mutual deposits). This action on the part of the directors is a distinct violation of Article 151 of the Commercial Code, which provides that "A company cannot acquire its own shares or take them in pledge." This question will be discussed later on. But it is necessary at the present moment to ascertain the following matters:—

(a) We learn that the company has taken its own shares in pledge and advanced money under the name of "Asukei." If so, how was it managed?

(b) Are the shares of other companies taken in pledge in the same way?

(c) Is the date of repayment of the money so advanced settled? Is an arrangement made that additional security be given in the event of the market value of the shares taken in pledge declining? The details of the contract of such a loan should be furnished.

(d) What is the rate of interest charged on the money so advanced?

(e) At what rate on each share is the money advanced? Particulars of the shares taken in pledge should be given.

(f) What was the total amount advanced on the company's and other shares? Has any portion of the money advanced been recovered? If any, state the amount. Who are the debtors? Give their names.

(g) If the date of recovery of the money advanced was fixed, can it be recovered on such date, and if not date for recovery was fixed, is the company entitled to recover it at any time? What are the views of the company on this question?

(h) We learn that a secret contract was signed in connection with the purchase of the Dai-ri Sugar mill in addition to the terms approved by the shareholders and that the secret contract has been carried out in part. If this is true, the contract is invalid, it being signed without the authority of the shareholders, and the company is not bound to abide by it. It is necessary for the shareholders to learn the details of the matter:—

(a) We learn that a secret contract, extremely disadvantageous to the company, is in existence between the company and the Suzuki Shoten, besides the contract approved by the shareholders. If this is so, give the particulars of the contract.

(b) What is the method and date of redemption of the ¥4,000,000 debentures of the company issued to the Suzuki Shoten in payment for the Dai-ri Sugar mill, and of the ¥3,000,000 issued to the general public, as entered in the ledger of the debentures?

(c) The debentures to the amount of ¥500,000 which were redeemed in accordance with the secret contract with the Suzuki Shoten should have been destroyed. We learn, however, that these condemned debentures have been pledged to the Fujimoto Bank or sold to the bank at a discount. Is there any truth in this?

(d) If the above allegation is true, in what manner has the transaction been entered in the books?

(e) If this transaction has really been effected, the action of the directors of the company is fraudulent in that they have deceived a third party with invalid debentures, the company not being bound to pay money obtained by such means. What are the views of the board of directors on this question?

(f) The balance-sheet of the company for the first half of 1908 gave the amount of tax remaining in arrears at ¥5,578,325 and the profit at ¥95,265, and on this statement a dividend was paid. But in reality, the profit made was only a few thousand yen, and the amount of tax in arrears was ¥6,378,325, thus resulting in a loss of about ¥580,000. The board of directors, however, drew up false accounts and falsely represented that a profit of ¥95,265 had been made. This action constitutes a fraudulent offence, and the directors concerned must jointly accept responsibility for any loss to the company in consequence. What course do the board of directors intend taking to settle this matter?

(g) We learn that in April or May, 1908, when Messrs. Isomura and Akiyama, managing directors of the company, contested seats in the Diet, the company devoted a considerable sum of money out of its funds towards the election expenses of these two candidates. If so, what amount of money was so spent, and under what head is the expenditure entered in the books?

(h) We learn that in June or July, 1908, ¥500,000 was expended out of the company's funds to pay for the shares in the Oriental Sugar Company, of Formosa, purchased by Messrs. Fukugawa and Ito Meichi, directors of the company. If the shares were purchased

on account of the two directors, why was the company's money used to buy these shares? If the shares were purchased for the company, what was the price paid for such shares, how many shares were purchased, and what has become of them?

(i) When the company's debentures were issued to the amount of ¥7,000,000, of which ¥4,000,000 were allotted to the Suzuki Shoten at the price of the Dai-ri Sugar mill, it was reported by the board of directors that the balance of ¥3,000,000 was fully subscribed. We learn that it is a matter of fact the balance was not fully subscribed. In this case, how was the balance of the debentures remaining unsubscribed disposed of?

(j) What is the amount of the tax in arrears standing in arrears?

The statement concluded with the assertion that the shareholders had many other questions to put, but would state them at some opportune time, after obtaining answers to the questions now before the meeting.

Mr. Fujiyama, the president, and Mr. Yubita, an auditor, answered the questions alternately. Regarding the 4th question, it was explained that the total amount paid out towards the election expenses of Messrs. Isomura and Akiyama was ¥50,000. Half of this sum was granted on a vote of the board of directors, but the remaining half was debited to the two persons concerned. In answer to the 5th question it was explained that ¥500,000 was charged to Mr. Kusun Kiyemon, a director, as a debt. Presumably this money was advanced for purchasing the shares in the Oriental Sugar Company. The shares so purchased had been deposited with the company by Mr. Fukugawa under a deposited account and used as security for the tax. Later they had been replaced with cash by Mr. Fukugawa. In reply to the 6th question it was explained that the former board of directors subscribed to the company's debentures to the amount of ¥200,000 with a view to encouraging the market, but only ¥22,300 was allotted. These debentures were pledged to the Fujimoto Bank as security for a loan. By the partial settlement of the "mutual deposits," the amount of the tax outstanding in arrears was reduced by about ¥350,000. The answers to the first, second and third questions were vague. It was stated that suitable measures to arrive at a settlement of the matter were now under investigation.

Mr. Hasegawa, a shareholder, asserted that the accounts of the company before the meeting were false. If they were approved by the meeting the company would be deprived of the right to claim for repayment arising out of the unlawful actions of the late directors. He moved that the accounts be adopted conditionally. A lengthy discussion followed this suggestion, and eventually Mr. Moriya Kiyomasa, one of the shareholders, and a barrister, explained that even if the accounts were unparaphrased, approved by the meeting the company would not be deprived of the right to claim for repayment against the late directors. He therefore moved that the accounts be adopted on condition that the present board of directors enforced the rights and pressed the claims of the company to the utmost in order to reassure the shareholders. The motion being unanimously carried the accounts were adopted, and the meeting rose at 5 p.m.—*Japan Chronicle.*

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
ON
FRIDAY,

the 11th June, 1909, at 4.30 P.M., near the
Kowloon Post Office, Kowloon,
2 CHINA PONIES,
1 PROVISION WAGON,
1 SET OF HARNESS,
AND
SADDLE and BRIDLE.

TERMS: As usual.
HUGHES & HUGH,
Auctioneers.

Hongkong, 7th June, 1909. [468]

THE DRAPERY

EMPORIUM,

7, Lyndhurst Terrace.

ALWAYS IN STOCK.

EUROPEAN, INDIAN AND CHINESE
USEFUL ARTICLES

OF
CLOTHING, FANCY GOODS
and TOYS

AT
VERY NORMAL RATES.

READY FOR SALE.

The Latest Style Goods for Present Season
Gentlemen's and Children's.

HATS, BONNETS (Hat Flowers), RIB-
BONS, LACE, BRIDAL VEILS,
FANCY DRESS GOODS, MUSLINS,
LAWNS, MAINBOOKS, SHIRT-
INGS, ALPACAS, HOSIERY,
ENGLISH and AMERICAN FOOT-
WEARS, &c., &c.

Prices and Samples on application.
Best attention to all Coast Port Orders.

Hongkong, 16th April, 1909. [466]

To Let.

TO LET.

GODOWN No. 9, DUDDELL STREET.
Apply—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
[462]

TO LET.

KING'S BUILDINGS, OFFICES facing
the Harbour from about October, at
present in occupation of Messrs. Jardine,
Matheson & Co., Ltd.
Apply—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 3rd June, 1909. [463]

TO LET.

ROOMS suitable for Offices in No. 10, ICE
HOUSE STREET, in rear of David
Sassoon & Co's premises.
Apply to—
DAVID SASSOON & Co., LD.
Hongkong, 13th May, 1909. [464]

TO LET.

NOS. 51, 53, & 55, WONG-NEI-CHUNG
ROAD.
Apply to—
HONGKONG & KOWLOON LAND
& LOAN CO., LTD.
No. 8, Queen's Road West.
Hongkong, 9th March, 1909. [465]

TO LET.

GODOWN No. 14, DUDDELL STREET.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 1st June, 1909. [466]

TO LET.

SHOP and DWELLING HOUSE, No. 78,
Queen's Road Central.
Apply to—
S. J. DAVID & Co.,
Prince's Buildings.
Hongkong, 25th March, 1909. [467]

TO LET.

NO. 1 & 3 MORRISON HILL, also
OFFICES at No. 2 PEDDER STREET.
Apply to—
Messrs. JARDINE, MATHESON
& Co., LTD.
Hongkong, 20th May, 1909. [468]

TO LET.

OFFICE, No. 2, CONNAUGHT ROAD,
3rd Floor.
No. 3 CLIFTON GARDENS, CONDUIT
ROAD.
A HOUSE in WONG-NEI-CHUNG ROAD
A HOUSE in RYAN TERRACE.
OFFICES in YORK BUILDING.
GODOWNS in PRAY EAST, BLUE
BUILDINGS, and No. 168, DES VŒUX
ROAD next to the Hongkong Hotel.
FLATS in MORRISON TERRACE.
No. 10, DES VŒUX ROAD CENTRAL,
1st Floor.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 1st June, 1909. [469]

TO LET.

OFFICES and ROOMS on the 1st and 2nd
Floors of No. 14, DES VŒUX ROAD
Central (formerly occupied by Messrs. Shaw,
Tomes & Co.). Rents low.
Apply to—
THE COMPADORE DEPARTMENT,
E. D. SASSOON & Co.,
Queen's Road Central.
Hongkong, 24th February, 1909. [470]

Intimations.

JUST LANDED:

The well-known and famous brandy
"Bisquit Dubouche
& Co."

XXX Very Old Fine \$2.50
V.O.C.B. Guaranteed 20 Years
Old 5.50

ALSO
QUINQUINA?
QUINQUINA?
DUBONNET?

FRENCH STORE,
Sole Agent,
Hongkong, 30th April, 1909. [471]

Intimations.

JUST LANDED:

The well-known and famous brandy
"Bisquit Dubouche
& Co."

XXX Very Old Fine \$2.50
V.O.C.B. Guaranteed 20 Years
Old 5.50

ALSO
QUINQUINA?
QUINQUINA?
DUBONNET?

FRENCH STORE,
Sole Agent,
Hongkong, 30th April, 1909. [472]

Intimations.

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Old 5.50

ALSO
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QUINQUINA?
DUBONNET?

FRENCH STORE,
Sole Agent,
Hongkong, 30th April, 1909. [473]

Intimations.

JUST LANDED:

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& Co."

XXX Very Old Fine \$2.50
V.O.C.B. Guaranteed 20 Years
Old 5.50

ALSO
QUINQUINA?
QUINQUINA?
DUBONNET?

FRENCH STORE,
Sole Agent,
Hongkong, 30th April, 1909. [474]

Consignees.

NORDEUTSCHER LLOYD, BREMEN.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

SHANGHAI-NINGPO RAILWAY.

ARRIVAL OF CHINESE SUPER-INTENDENT.

[By courtesy of the "Sheung Po."]

Shanghai, 8th June.

Jim Tin-yen, the Cantonese, who has been appointed Superintendent of the Shanghai-Ningpo Railway, arrived on the 7th inst.

LUK CHING-LUM.

"RESIGNATION NOT ACCEPTED."

[By courtesy of the "Sheung Po."]

Peking, 8th June.

Grand Councilor Luk Ching-lum has tendered his resignation.

An Imperial decree has been issued declining to accept it.

NAVAL REORGANISATION.

DIFFERENCE OF OPINION.

[By courtesy of the "Sheung Po."]

Peking, 8th June.

There are all sorts of discussion respecting the reorganisation of the Navy, so that no early decision can be come to as to how to proceed with the scheme.

HOUSE-TAX.

ABOUT TO BE LEVIED.

[By courtesy of the "Sheung Po."]

Peking, 8th June.

The Board of Civil Affairs has decided to levy a house-tax after the Dragon-boat Festival.

DUTY ON TEA.

PROPOSED INCREASE IN AMERICA.

[By courtesy of the "Sheung Po."]

Peking, 8th June.

It is proposed by the United States Government to increase the duty on tea imported from China.

The Grand Council has despatched an urgent telegram to H.E. Wu Ting-fang, Chinese Minister to Washington, urging him to do his best to oppose the contemplated extra duty.

SHIPPING LAWS.

PROPOSED FORMULATION.

[By courtesy of the "Sheung Po."]

Peking, 8th June.

H.E. Hsu Shih-chang, president of the Ministry of Posts and Communications, is conferring with the Law Revision Commissioners with a view to formulate special laws relating to shipping.

THE TUNGKUANSHAN CONCESSION.

ANHUI REPRESENTATIVES OBSTRUCTIVE.

[By courtesy of the "Sheung Po."]

Peking, 8th June.

The Waiwupu is bringing pressure to bear on the representatives of the Anhui Province with a view to their agreeing to work the Tungkuanshan Mines in conjunction with Sir John Lister Kaye; but they are as firm as ever in opposing the proposal.

THE KIUKIANG CASE.

COMPENSATION REFUSED.

[By courtesy of the "Sheung Po."]

Peking, 8th June.

The officials and gentry of Kiangsi Province refuse to accept the compensation of \$500 in settlement of the case against the policeman.

They have decided to engage a lawyer in Shanghai to prosecute the policeman so as to obtain redress of their grievance.

SHIPPING AND MAILS.

MAILS DUE.

German (Yokohama) 16th inst.
American (Korea) 19th inst.
Canadian (Empress of China) 24th inst.

MAJOR Messias, of the South Lancashire Regiment, who has spent many years in China, has just left to undertake an official position under the Chinese Government. He is to go to the police in Nanking Province.

Reclamation Dispute.

THE GOVERNOR'S ACTION.

DECISION OF THE CHIEF JUSTICE.

Sir Francis Pigott (Chief Justice) rendered his decision this morning in the case in which H.E. Sir Frederick Lugard, Governor of the Colony, sued Mr. Chu Ping, a merchant of 313, Des Vaux Road West, executor for Chu Chuen, a rich tobacco manufacturer, for the specific performance by the defendant of agreements dated 17th December, 1889, and 24th July, 1903, with the Governor, in respect of Marine Lot No. 534, which lot is situated near Tung Man Lane, Hongkong, and is bounded on the west by Edwitt Lane.

Mr. H. E. Pollock, now absent from the Colony, instructed by Mr. H. L. Denys (of the Crown Solicitor's office) acted for the plaintiff. Mr. M. W. Slade and Mr. C. J. Alabaster, instructed by Mr. H. J. Gedge (of Messrs. Johnson, Stokes and Master) represented the defendant.

His Lordship, in brief, said:—The preliminary objection had been taken that Sir Frederick Lugard had no right to bring the action. The position was this: It may be the Government is to be ultimately benefited by the agreement entered in the case of the Raza reclamation, but they are not entered into on its behalf nor does the Government figure in any of them. Therefore the simple case I have imagined of the Governor suing to enforce the rights of the Government does not arise, because on the plain wording of the document there is none. Therefore if any action can be brought on this agreement it must be brought by a party to it, or some one to whom the rights have been assigned, and Sir Frederick Lugard is not a party to it, nor the assignee of the rights. This defect is not remedied by the addition that he is suing for and on behalf of the Governor of Hongkong, for the addition amounts to nothing, and cannot invest Sir F. Lugard with a right which he himself does not possess. I must therefore treat this as an action brought by Sir F. Lugard to enforce a cause of action which, if it exists at all, exists in him personally, though, as his title to the action asserts, rights which would result from a judgment would not be his personal rights but would be obtained by him for and on behalf of the Government of the Colony.

A careful study of the Ordinance makes it remarkably plain, so plain that the wonder is that it should have been so misunderstood. The Government had this large scheme on hand and had determined to undertake it provided those who would directly benefit from it would bear the cost. And the result of the preliminary negotiations was that the majority of the frontagers were willing to accept this benefit provided they each had some share in the land reclaimed. What share? Well, the Government could not say definitely, because the scheme was still in embryo; so they said if you contribute your shares of the expense individually you shall have what any one would think was your proper share having regard to the public requirements for roads and streets; and of course having regard also to the claims of other lessees. With the majority of the frontagers in favour of the scheme the government decided to proceed and, determined on what was, and no doubt, forcible expropriation as far as the majority was concerned. After referring to the circumstances at the passing of the Ordinance his Lordship continued. Suppose in fact that some or many had raised the question that the original compact on which the Ordinance was based, that the division was to proceed on the principle of equitable proportion, had not been complied with, can there be any doubt that they would have been entitled to be heard? Assuredly not. They could not have protested before the Ordinance was passed because the plan was not in existence. Having had much practical experience in such matters, I say unhesitatingly that a government would be mad which insisted on pressing through a scheme such as this if it had been challenged as being a breach of their original undertaking by those with whom the undertaking was entered into. Fortunately nothing of the sort happened, and so far as one can judge the adherents seem to have been satisfied that the government had kept faith and that the proportions allotted to each were equitable from the standpoint of each. There is no evidence that such was the case, but it might be well that this very question which is raised between non-adherents, should have been raised among adherents; and I have no hesitation in saying that if the question whether the complete ignoring of back section holders had been so raised they would have been entitled to a patient hearing and further that if there had only been one without prejudice to the rest of the scheme, proceeding, he would have been entitled to have the question which is raised in this action very seriously considered by the Government, and, if necessary, by the law officers at home. For I wish to say this at once: That it is a very serious question, and one not to be so easily assumed adversely to the back section holders. His Lordship held that Sir Frederick Lugard had no right to bring the action, and a non-suit must be entered.

THE working of the Messageries Maritimes in 1908 has been much more favourable than in 1907. No dividend was distributed for 1907, but there was a net balance of £30,000 in 1908. Of this amount the service of the bonds absorbs £80,000.

REV. F. B. and Mrs. Meyer arrived by s.s. *Devonshire* this morning from Singapore, where he has been conducting a very successful series of meetings during the last ten days. The Revs. C. H. Hickling and I. Genkhr, and Mr. T. M. Elliott welcomed the reverend gentlemen, who seemed in good health and had enjoyed his voyage.

Tragedy at Sea.

CARGO BOAT RUN DOWN.

THE CHIEF JUSTICE'S DECISION.

Judgment was delivered in the Admiralty Jurisdiction Court, to-day, by the Chief Justice, in the action instituted by Wong Cheong Wai, owner of the junk No. 12115, against Michael Jebens, of Apenrade, Schleswig-Holstein, of Germany, owner of the steamship *Holstein*, to recover \$10,000 for the loss of the junk and her cargo. The collision took place on the China Sea on 24th October, 1908.

Mr. H. E. Pollock, K.C., instructed by Messrs. Goldring, Barlow and Morrell, appeared for the plaintiff, and Mr. M. W. Slade, instructed by Messrs. Diacon, Looker and Diacon, appeared for the defendant.

In this matter, the reader will recollect, the collision occurred on the night of the 24th October, 1908. The plaintiff's junk was cruising in company with another junk, owned by his brother, and they were out fishing. The defendant's steamer approached them, and they alleged that had she kept on her course she would have cleared them and cut the junk in two. The stern of the junk sank and four women were drowned. The steamer did not lower a boat or stand by to render assistance to those in the junk but continued on her way to Hongkong. The portion of the junk that did not sink was towed to the coast by plaintiff's brother's junk and subsequently brought to Hongkong. The plaintiff alleged that the steamer was improperly and negligently navigated, that no proper look-out was kept, and that she did not comply with the regulations for prevention of collisions. Defendant's story was a very different one. Their contention apparently was that the junk was at the time heading in towards the coast of China, and that the junk suddenly swung round on her course and attempted to pass across the steamer's bow, thereby rendering a collision inevitable.

In giving his decision the Chief Justice said:—

The plaintiff is the owner of a certain junk and he brings an action in rem against the s.s. *Holstein* for damages resulting from a collision which is alleged to have occurred in the China Sea during the night of 24th October, 1908, about seven miles due south of Tong Mi Point.

The stories as told by those on board the two vessels are more than usually discrepant. The junk was, according to the story told by the master and his steersman, proceeding to her regular fishing ground which lies about fifty miles south of Tong Mi Point; she had been fishing in the bay between that point and Chi Lang Point and was sailing on the port tack with a light north east wind, as near to the wind as she could sail, and with only just sea breeze on her. The men say that the course they were on would take them in ordinary circumstances about six hours to get to the fishing ground without tacking; also that they did not tack at all after they were once on their course which was set before they got away from the Point. The *Holstein* was proceeding on her regular course from Swatow to Hongkong at about eleven knots. The night was clear with starlight but there was no moon. The discrepancies in the two stories begin at once. The junk says the owner was hit by the *Holstein* aft of her after bulkhead "just where we go down into the cabin" the stern was wrecked off and sank with four persons on board who were drowned. The remainder of the junk was towed to the shore by another junk which was in company with the plaintiff's junk, and afterwards towed round to Shaikwan; and there she is, or was, when this action was commenced, on the slips, in witness of the story, as Messrs. Long King's excellent photographs showed. And a Chinese fireman from the *Holstein* came and told us that he had seen the bit of the stern floating down the starboard side of the ship level with the water, apparently just on the point of sinking. He also heard cries of "save life; but the master and second mate of the *Holstein* threw doubts on this story and questioned the identity of the junk on the slips with that of the junk with which they were in collision." For this reason, it is quite true that the ship did strike about where the junk people say she struck them but there was no crash, only I suppose a bump; and they heard no cries; and as the junk with her sails set slipped down alongside the *Holstein* both master and mate say they saw the outline of sails and her three masts standing; that is to say, they saw the pole in the stern on which the stern light would have been suspended. Therefore, according to them, this junk was not cut in two at all and the vessel on the slips of which we had the photographs is not the junk with which they collided, and that one has joined the fleet of the "Flying Dutchman."

In order to get at the truth of this preliminary fact of identity I proposed two questions to the assessor. First: Would a junk with her stern knocked off as shown in the photographs put in evidence keep sufficiently afloat to enable her to be towed some seven miles to the shore? And further to enable her to be towed round the coast to Shaikwan? His answer was: Yes. As a waterlogged junk she would tow a wash in smooth water a long way; certainly all of seven miles. Probably some strengthening would be done to her by cross beams before she left for Shaikwan. Second: Would a steamer of the size of the s.s. *Holstein* going at half speed, about seven knots, according to the mate's evidence, coming into contact with a junk sailing slowly across her bows at more or less of a right angle, at a point just aft of her after bulk head, do her no damage at all, merely cause her to swing round and glide past the steamer uninjured? His answer was: I consider that certain top damage would be done but not the amount shown in the photographs; as the blow would be a glancing one with the tendency to push the junk away after impact. The answers show that the assessor thinks either that the damage done to the junk was very slight and was deliberately

aggravated when she was brought to Hongkong, or suffered more damage while she was being towed down, or that the junk on the slips was not the junk with which the *Holstein* collided. He naturally cannot do more than give expression to his doubts. I must therefore decide the question on the evidence. I cannot accept the theory that the junk is a different one altogether, for the coincidence would be too extraordinary for me to adopt in the absence of anything but surmise to guide me. And if she was on the slips she was there because was damaged, presumably by the collision; this would not affect the judgment but only the amount of damages, as to which there would have to be some precise negative evidence. I have reason to doubt the inference drawn by them on the night in question. I conclude that they must be mistaken as to what they saw of the junk as she slipped by the steamer. Moreover the identity of the junk was not formally challenged as to throw the burden of proving it on the plaintiff; it was only done somewhat superficially in cross examination, so that the onus was on which it proved might have gone far to substantiate the suggestion; such as a careful examination of the junk itself, and as to the ownership as shown by the books of the owner of the slips. While therefore I admit the force of the assessor's doubts I must hold that the junk's identity has been established. After dealing exhaustively with the question of lights, the Chief Justice concluded his judgment as follows:—I am of opinion that there was no justification for the assumption that the junk was on the starboard tack and afterwards altered her course. Therefore as the collision did result from the manoeuvre which he thought his inference necessitated I hold the *Holstein* also to blame. As to whether the *Holstein* stood by sufficiently I do not think anything turns on it. The assessor, however, does not see anything to criticize in the manoeuvres adopted by the *Holstein* after the collision.

DEATH OF DR. WM. HUNTER.

THE GOVERNMENT BACTERIOLOGIST.

The death took place in the forenoon, to-day, of Dr. William Hunter, the Government Bacteriologist. The deceased had been ailing for some time, but suddenly got worse yesterday when he was admitted to hospital and succumbed to heart failure, at the early age of thirty-three years, as stated to-day. He leaves a widow and a child at home to mourn his early demise and with them the greatest sympathy will be felt in their sad bereavement.

Dr. Hunter was appointed bacteriologist to the Government of Hongkong on the 6th December, 1901, and arrived in the Colony on the 27th February of the following year. He proceeded home on leave in January last year and returned at the beginning of this. A record of the deceased gentleman's career is given in *Who's Who in the Far East*, from which we quote:—

Hunter, Dr. William (Hongkong), M.B., C.M., Aberdeen (Honours), F.R.S.P.H., London; Government Bacteriologist, Director of Bacteriology, Pathology and Medical Officer in charge of the Govt. Public Mortuary; Lecturer in Pathology and Bacteriology; School of Medicine for Chinese, Hongkong; b. May 25, 1875, at Macduff, Banffshire, Scotland; s. of late Rev. W. Hunter, Macduff, Scotland; m. 1902, Marie Alice, d. of James Rae, of Culter, Aberdeen-shire. Educ.: Milne's Institution, Fochabers; Marischal College, Aberdeen; University of Leipzig; University of Berlin, Germany; King's College; West London Hospital; most distinguished Medical Graduate, Aberdeen University, 1896; James Anderson Medalist and Scholar, Aberdeen, 1895; John Murray Medalist and Scholar, Aberdeen and Middlesex Hospital, Lond., 1896; George Thompson Travelling Fellowship, 1897-99; Acting Medical and Surgical Officer, Royal Infirmary, Aberdeen, 1896; Laboratory Assistant, Pathological Department, Aberdeen University, 1897; Clinical Assistant National Hospital for Paralyzed and Epileptic, London, 1899-1900; Laboratory Assistant, Neuropathological Laboratory, King's College, London, 1900; Assistant Bacteriologist, London Hospital, 1900-01; Director of Pathological Institute, Lond. Hospital, 1901; Member of British Medical Association, Member of Neurological and Physiological Societies of Great Britain; Fellow of the Royal Institute of Public Health, London; Member of Commission appointed by Government of Hongkong, to inquire into Excessive Infantile Mortality amongst Chinese, 1903. Publications: "Epidemic and Epidemic Plague," Hongkong, 1904; "A Research into the Etiology of Beriberi" (jointly) 1906; "Reports of the Government Bacteriologist for the year 1902 to 1906 inclusive; numerous contributions to Medical literature from year 1897, chiefly contained in "Journal of Anatomy," 1897, "Brain," 1899; "Journal of Pathology," 1900; "Centralblatt der Bakteriologie," 1901-05; "Lancet," 1901-05; "British Medical Journal," 1902-06; "Journal of Preventive Medicine," 1905; "Journal of Tropical Medicine," 1905. Club: Hongkong. Address: Mountain View, The Peak, Hongkong.

THE Colony of the 12th (Prince of Wales's Royal) Lancers, vacant by the death of Major-General J. C. Russell, D.V.O., has been bestowed on Major-General Robert G. Broadwood, C.B., now commanding the troops in South China. General Broadwood was "gazetted" to the 12th Lancers from the Royal Military College, Sandhurst, in 1881. He has seen much Egyptian service, and at the commencement of the South African War was placed in charge of the 2nd South Africa Light Horse, afterwards being appointed to command the 2nd Cavalry Brigade of General French's Division. From 1904-06, he was Brigadier-General on the Staff in the Orange River Colony, and has since held command of the troops in China.

Today's Advertisements.

FOR SHANGHAI.

"DEVANHA."

THE P. & O. S. N. Co's Steamship.
Captain W. Hayward, will leave for SHANGHAI TO-MORROW, the 10th June, 1909, at Noon.

For Freight or Passage, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 9th June, 1909.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,
on

SATURDAY,

the 12th June, 1909, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,

A FINE ASSORTMENT OF

SMYRNA CARPETS,

Various Colours and Sizes.

On view on Friday, the 11th.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 9th June, 1909.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"DEVANHA."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., s.s. *S.S. Macedonia*.
From Australia, s.s. *S.S. India*.
From Calcutta, s.s. *S.S. Nile*.
From Persian Gulf, s.s. *S.S. N. and B.* and *S. S. N. Co's Steamers*.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 15th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 9th June, 1909.

CANTON DAY BY DAY.

RETURN OF CRUISE.

[From Our Own Correspondent.]

Canton, 8th June.

The Commander-in-Chief, Wong Ta Ching, of the two Chinese cruisers, *Hoi Yung* and *Hoi K*, which proceeded on a visit to the Straits Settlements, and who returned to Hongkong two days ago, is expected to come up here to-day to pay a call on the Viceroy before proceeding North.

THE SHUN TAK OUTBREAK.

With reference to the outbreak on the 3rd instant in the Shun Tak prison when forty-three prisoners escaped, it is now reported that nineteen more of the convicts were re-captured on the 6th instant.

CANTON WATERWORKS.

Most of the citizens in Canton are jubilant over the good water supply from the Canton waterworks, while many others are complaining against the streets and drains being damaged and obstructed through the laying down of the mains. The Canton gentry consider the Canton Waterworks Company is entirely to blame for the obstruction and have written to the Company on behalf of the residents asking for compensation for damage to streets, roads and drains which now require repairs owing to alleged damage by the Waterworks Company.

THE FIRE AT THE MITSU BISHI DOCKYARD.

According to the latest news regarding the fire which broke out at the Mitsui Bishi Dockyard and Engine Works at Nagasaki, we learn from the *Nagasaki Press* that one dockyard employé and two firemen were injured severely, whilst several other dockyard hands suffered to a lesser degree. The loss in buildings and property, including some electrical gear destined for the Volunteer steamer *Uragaki-maru*, is estimated at some ¥60,000. It will require about three weeks to clear the site of debris, after which reconstruction of the workshops destroyed will be immediately taken in hand, and as a number of spare dynamos and parts necessary to replace those lost are in stock, the resumption of normal business will be very early. The dockyard authorities presented the sum of ¥7,000 to be distributed among the various local fire brigade units engaged in the work of subduing the conflagration. The *Nagasaki Press* congratulates the local dockyard upon this praiseworthy and exemplary action, as well as upon the fact that their misfortune has been so well met by them as to constitute but a "temporary inconvenience."

Intimations.

THE DAIRY FARM COMPANY, LIMITED.

EXTRA CHOICE SUGAR CURED

BACON and HAM.

VERY MILD

HONEYSUCKLE BRAND.

Only 60 cents a lb.

Hongkong, 4th June, 1909.

[380]

SAPPORO BEER.

ASAHI BEER.

OBTAINABLE EVERYWHERE.

MITSUI BUSSAN KAISHA,

Sole Agents.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,500,000)

Loans on Mortgage of House Property, &c. Goods received on Storage. Advances made on Merchandise. Loans made on the Equity System. (Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed. SHEWAN TOMES & CO., General Managers.

Home neg., 10th March, 1908.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.

CABINET-MAKERS AND ART DECORATORS,

from Shanghai, has re-opened their FURNITURE STORE

at No. 39, DES VAUX ROAD CENTRAL.

The only Shop in Hongkong with this name

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & CO.,

25th May, 1909.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th August, 1908.

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF JAPAN"	ALLAN LINE
SATURDAY, JUNE 12TH.	FRIDAY, JULY 9TH.
"EMPRESS OF CHINA"	"EMPRESS OF IRELAND"
SATURDAY, JULY 3RD.	FRIDAY, JULY 30TH.
"MONTEAGLE"	
WEDNESDAY, JULY 14TH.	
"EMPRESS OF INDIA"	ALLAN LINE
SATURDAY, JULY 24TH.	FRIDAY, AUG. 20TH.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

Passengers book to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port

Via New York

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

U. W. GRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

For	Steamship	On
SHANGHAI	"HANGSANG"	FRIDAY, 11th June, Noon.
TIENTSIN via SWATOW, WEI	"CHIPSHING"	FRIDAY, 11th June, Noon.
HAUWEI & CHEFOO	"LOONGSANG"	FRIDAY, 11th June, 4 P.M.
MANILA	"WINGSANG"	SUNDAY, 13th June, Daylight.
SHANGHAI	"SUNDAY"	TUESDAY, 15th June, Noon.
SINGAPORE, PENANG & CALCUTTA	"MAUSANG"	WEDNESDAY, 16th June, Noon.
SANDAKAN	"MARA"	THURSDAY, 17th June, 4 P.M.
SINGAPORE and SAMARANG	"YUENSANG"	FRIDAY, 18th June, 4 P.M.
MANILA	"KUMSANG"	SATURDAY, 19th June, Noon.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	SATURDAY, 19th June, Noon.
SHANGHAI, YOKOHAMA, KOBE		
& MOJI		

RETURN TOURS TO JAPAN (Occupying 21 Days).

The steamers "Kumang" and "Namsang" leave about every 5 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan (passengers leave the steamer at Yokohama and rejoin at Kobe).

These vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chaofo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kuda, Labad, Datu, Simpona, Tawao, Uaukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LD., General Managers.

Telephone No. 61. Hongkong, 9th June, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamship	To Sail
SHANGHAI	"YINGHONG"	10th June, 4 P.M.
WEIHAUWEI, CHEFOO & TIENTSIN	"KUEIKOW"	11th " " " 9 A.M.
HOIHOW & HAIPHONG	"KUEIKOW"	12th " " " 4 P.M.
AMOI, NINGPO & SHANGHAI	"KUEIKOW"	12th " " " 4 P.M.
SHANGHAI	"KUEIKOW"	12th " " " 4 P.M.
MANILA	"KUEIKOW"	12th " " " 4 P.M.
CEBU & ILOILO	"KUEIKOW"	12th " " " 4 P.M.
MANILA, ZAMBOANGA and USUAL	"KUEIKOW"	12th " " " 4 P.M.
AUSTRALIAN PORTS	"KUEIKOW"	12th " " " 4 P.M.
TSINGTAU, CHEFOO & NEWCHWANG	"KUEIKOW"	12th " " " 4 P.M.
SHANGHAI	"KUEIKOW"	12th " " " 4 P.M.
SHANGHAI	"KUEIKOW"	12th " " " 4 P.M.
MANILA	"KUEIKOW"	12th " " " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A fully qualified Doctor is carried. REDUCED FARES. Cargo booked through for Australia, New Zealand and Tasmania.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chosen, Linan, Chihai, etc.) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 35. Hongkong, 9th June, 1909.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon staterooms—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Date.
MUBI	2540	R. W. Almond.	MANILA	SATURDAY, 12th June, 6 P.M.
ZAVIRO	2540	R. Rodger.	"	SATURDAY, 19th June, 6 P.M.

For Freight or Passage, apply to SHEWAN TOMES & CO. GENERAL MANAGERS.

Telephone No. 35. Hongkong, 9th June, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. MANSHU-MARU	5,000 tons gross	Sail 1st July, 1909, at Noon.
S.S. AMERICA-MARU	5,000 "	30th Aug., 1909, at Noon.
S.S. HONGKONG-MARU	5,000 "	26th Oct., 1909, at Noon.
S.S. MANSHU-MARU	5,000 "	20th Dec., 1909, at Noon.

For particulars, apply to K. MATSUDA, Manager.

TOYO KISEN KAISHA, Yokohama Building.

Hongkong, 4th May, 1909.

OSAKA SHOSHEN KAISHA.

INAUGURATION OF NEW
TRANS-PACIFIC LINE.

Regular Service, Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct trade service, without transshipment, also shortest and fastest route, from the Pacific Coast to CHICAGO.) Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

Proposed Sailings from Hongkong for TACOMA via SHANGHAI and JAPAN, (Intermediate Ports of Call:

Regular—SHANGHAI, MOJI, KOBE and YOKOHAMA.

Occasional—MANILA, KEELEUNG, YOKKAICHI, SHIMIZU, SEATTLE and VICTORIA, (B.C.)

(Subject to Alteration)

Newly Built Steamers Tons (gross reg.) Captain Sailing Date.

"TACOMA MARU" 6,178 On Saturday, 3rd July.

"SEATTLE MARU" (already launched) 4 other new sister ships to follow.

The steamers have full speed; Special up to date appliances for cargo working; and best adapted rooms for carrying Silk, Treasures and Parcels. Special attention given towards Express connection. Superior accommodation for steerage passengers situated AMTSHIEP, and a limited number of Cabin passengers carried at low rates. Electric lighted and Steam heated.

For further information, apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 1st June, 1909.

T. ARIMA, Manager.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS. STEAMERS. SAILING DATES. 1909.

MARSEILLES, LONDON, ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.

SADO MARU, Capt. Geo. Anderson, Tons 6500 [WEDNESDAY, 23rd June, at Daylight.]

VICTORIA, B.C. & SEATTLE, VIA KEELEUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU AND YOKOHAMA.

SHINANO MARU, Capt. K. Kawata, Tons 6500 [TUESDAY, 22nd June, at 4 P.M.]

SYDNEY AND MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.

NIKKO MARU, Capt. M. Yagi, Tons 6500 [FRIDAY, 11th June, at Noon.]

KUMANO MARU, Capt. N. Matheson, Tons 6000 [FRIDAY, 11th June, at Noon.]

BOMBAY, VIA SINGAPORE AND COLOMBO.

YEBOSHI MARU, Capt. B. Ron, Tons 4500 [THURSDAY, 17th June, at Noon.]

SHANGHAI, MOJI AND YETOROFU MARU, Capt. K. Soyeda, Tons 4500 [SUNDAY, 20th June, at 5 P.M.]

KOBE AND YOKOHAMA.

SANUKI MARU, Capt. K. Homma, Tons 6500 [FRIDAY, 11th June, at 5 P.M.]

NAGASAKI, MOJI, KOBE and MISHIMA MARU, Capt. A. E. Moses, Tons 9200 [THURSDAY, 17th June, at 5 P.M.]

* Omitting Shanghai. † Cargo only.

§ Fitted with new System of wireless telegraphy.

EXTRA PASSENGER SERVICE NEW STEAMERS—
EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

The Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:

Hirano Maru.....(Capt. H. FRASER).....About Wednesday, 30th June.

Kamo Maru.....(Capt. F. L. SOMMER).....About Wednesday, 28th July.

Mishima Maru.....(Capt. A. E. MOSES).....About Wednesday, 25th August.

Aizutsu Maru.....(Capt. W. THOMPSON).....About Wednesday, 12nd September.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

CHEAPEST ROUND TRIPS
BETWEEN
HONGKONG and JAPAN PORTS.

COMMENCING 1ST JUNE, ENDING 31ST AUGUST, 1909.

Special Excursion Tickets (1st & 2nd class) available for 4 months.

YOKOHAMA RETURN. KOBE RETURN. MOJI RETURN. NAGASAKI RETURN.

1st Class.....\$120.....\$110.....\$100.....\$90

2nd ".....\$80.....\$70.....\$60.....\$50

Option of rail between calling ports in Japan.

For further particulars, apply to

T. KUSUMOTO, Manager.

Telephone No. 458-459.

Shipping—Steamer.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading Issued for BATAVIA, PERMAN GULF, CONTINENTAL AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"DELHI" Captain G. W. Gordon, R.M.R., carrying His Majesty's Mails, will be despatched from this for EOMBAY, etc., on SATURDAY, the 12th June, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Moolana", 10,000 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail-steamers proceeding direct to Marseilles and London, other Cargo for London, etc., will be conveyed via Bombay by the R.M.S. "Perla", due in London on 15th July, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 29th May, 1909.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"SEGUIRA" Captain Hayes, will be despatched as above on SATURDAY, the 12th inst., at 4 P.M.

The attention of passengers is drawn to the excellent accommodation provided by this vessel. She is fitted throughout with Electric Light and carries a Doctor and Stewardess.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 8th June, 1909.

HONGKONG—BOSTON—NEW YORK.

THE Steamship

"EMPIRE" Captain Helms, will be despatched as above on WEDNESDAY, the 23rd June, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a fully qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 4th June, 1909.

CHARGEURS REUNIS. (FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS CO. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo boat service from China and Japan to San Francisco.

THE Steamship

"AMIRAL FOURICHON" will be despatched for SAN FRANCISCO and other above destinations on or about the 20th July, 1909.

For further particulars apply to MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, 28th May, 1909.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG"

"KWONG SAI"

Leave Hongkong for Canton at 9 P.M. every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officers by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey

Meals

The Company's Wharf is situated in front of the New Water Market, opposite the old Harbour Office.

YUEN ON & CO., LD.

SHIO ON & CO., LD.

No. 4, Queen's Road, Hongkong.

Hongkong, 26th April, 1909.

These steamers are specially fitted for the carriage of Atlantic Stowage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 30th May, 1909.

Coronado	...	...	...	184	—	—	...	...
Olimeterra	...	...	...	140	—	—	...	...
Estoc	...	...	...	141	—	—	...	...
Jacquin	...	...	...	300	—	—	...	Halphong
Achéron	...	...	...	1,330	8	1,700	Lieut. Bertrand	...
Alouette	...	...	armoured gunboat	106	5	400	Commander Badin	...
Ombite	...	...	gunboat	100	7	600	Capt. L. Gervais	...
Estaryoon	...	...	sub-marine	70	—	60	Lieut. Combet	...
Fronda	...	...	destroyer	100	7	6,300	—	...
Heuri Riviére	...	...	river gunboat	150	6	158	—	...
Lynn	...	...	sub-marine	70	—	60	Lieut. Marr	...
Manche	...	...	surveying-ship	1,615	10	900	Commander Ragot de la Tonche	...
Conquest	...	...	destroyer	108	7	6,300	Commander De la Roche Kanadragon	...
Faite	...	...	sub-marine	70	—	60	Lieut. Monneret	...
Pistols	...	...	destroyer	100	7	7,000	Commander Mortaol	...
Protée	...	...	sub-marine	70	—	60	Lieut. Morris	...
Redoutable *	...	...	battleship, reserve	6,130	37	6,000	Capt. Drouot	...
Styx	...	...	armoured gunboat	1,810	8	1,900	Lieut. Seriot	...
Takou	...	...	destroyer	280	6	6,500	in Reserve	...
Vauban	...	...	torpedo-depot	—	—	—	Commander Mortaol	...
Vétéran	...	...	torpedo-depot	—	—	—	Lieut. Elhal	...

(*) Flagship of Rear-Admiral Richard-Voy.

Now in the port of Saigon & Ind-Chine.

